Feb. 27, 1951 C. T. KILGORE 2,543,175

LOAD BRACING BULKHEAD

Filed May 7, 1946

FIG 1

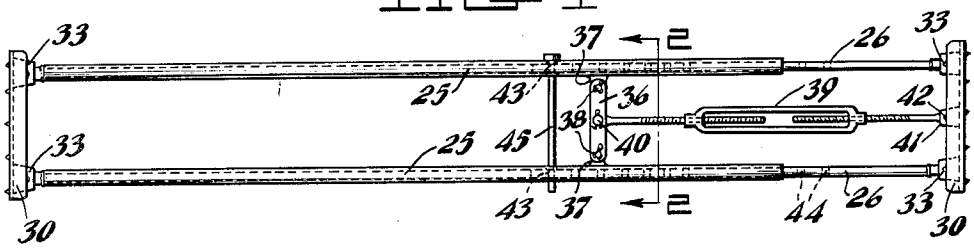


FIG 2

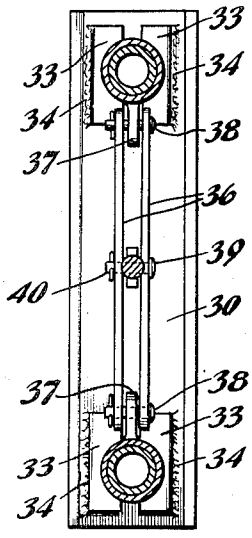


FIG 3

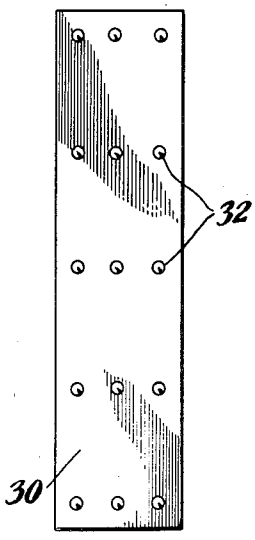


FIG 4

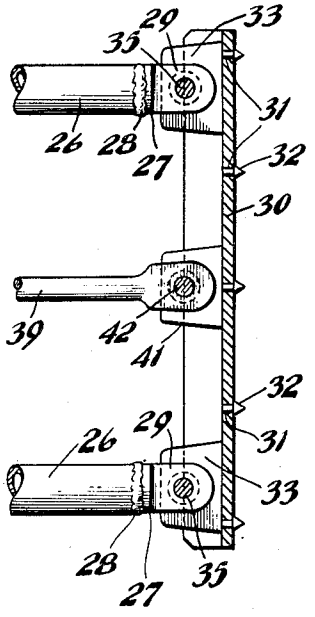
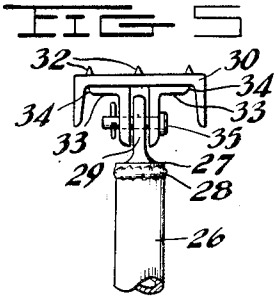


FIG 5



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LOAD BRACING BULKHEAD

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Application May 7, 1946, Serial No. 667,915

2 Claims. (Cl. 105—369)

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This invention relates to improvements in load bracing bulkheads for railway rolling stock, and more particularly for use in freight cars.

An object of the invention is to provide an improved form of load bracing bulkhead for placement transversely in a freight car to support the load in its designated space.

Another object of the invention is to provide an improved longitudinally adjustable load bracing bulkhead for freight or box cars which will be placed transversely in the car between the opposite walls of the car to retain a load in its proper and designated place in the car.

A further object of the invention is to provide an improved type of load bracing bulkhead for box cars which may be secured to adjacent similarly formed bracing bulkheads to completely form a barrier transversely of the interior of a box car to support a load in the box car and to prevent shifting of the load during transit of the car.

Another object of the invention is to provide an improved load bracing bulkhead for box cars which will be highly efficient in use and relatively inexpensive to manufacture and produce.

Other objects will appear as the description proceeds.

In the accompanying drawings which form a part of this application,

Figure 1 is a side elevation of the invention shown including opposite extending toothed wall engaging members being connected by parallel telescoping tubes, the outer tubes being secured together by a connecting member, and a single turn buckle disposed between said connecting member and the adjacent wall engaging member;

Figure 2 is a sectional view taken on the line 2—2 of Figure 1;

Figure 3 is a front elevation of the toothed wall engaging member;

Figure 4 is a vertical sectional view through a wall engaging member showing the tubes and turn buckle attached thereto, and

Figure 5 is a plan view looking down on one of the wall engaging members and interconnected parts.

Like characters of reference are used throughout the following specification and the accompanying drawings to designate corresponding parts.

The load bracing bulkhead of the present invention comprises spaced longitudinally extending telescoping outer and inner tubes or pipes 25 and 26, respectively, whose outer ends are closed by plugs 27 suitably welded to the tube ends by

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weldings 28, and formed with apertured ears 29.

The wall engaging members 30 are substantially U-shaped in cross section and are provided with a plurality of openings 31 in which pointed spurs 32 are welded for engagement with the side wall of a railway car. Spaced angular brackets 33 are welded at 34 in spaced relation to the inner surfaces of the wall engaging members 30 at their opposite ends and are formed with aligned apertures to receive the apertured ears 29 at the ends of the telescoping tubes 25 and 26 between said brackets and are pivotally supported therebetween by pivot pins 35 extending through said aligned apertures.

Connecting links 36 are pivotally attached to the inwardly extending ears 37 on the outer tube sections 25 by means of pivot pins 38 extending therethrough. A single turnbuckle 39 is pivotally secured at its opposite ends to the middle point of said links 36 and on the pin 40 and between the centrally disposed apertured ears 41 upon the pin 42 in the adjacent wall engaging member 30.

A plurality of apertures 43 and 44 may be drilled through said tubes 25 and 26, so that when the load bracing bulkhead is adjusted between the walls of a railroad car, a pin or rod 45 may be placed through said aligned apertures to take the strain from the turnbuckle.

It will be understood that the shape of the wall engaging members may be varied as desired, and that if found desirable, apertures may be formed through the members to receive securing nails or other fastening means.

It will be understood that one or more load bracing bulkheads may be secured transversely of a car body depending upon the need and the character of the load to be retained in position.

While the preferred embodiment of the instant invention has been illustrated and described, it is to be understood that it is not intended to limit the scope of the invention thereto, as many minor changes in detail of construction may be resorted to without departure from the spirit of the invention.

Having thus described my invention what I claim as new and desire to secure by Letters Patent of the United States is:

1. A load bracing bulkhead for railway cars of the box car type including spaced telescoping transversely extending tubes, wall engaging members pivotally connected with the outer ends of said tubes, anti-slip means on said wall engaging members, links connected between the outer tubes adjacent their lateral extremities, and a turnbuckle pivotally attached to said links and to a

central point on the adjacent wall engaging member.

2. A load bracing bulkhead for railway cars of the box car type including spaced telescoping transversely extending tubes, wall engaging members pivotally connected with the outer ends of said tubes, anti-skid means on said wall engaging members, links connected between the outer tubes adjacent their lateral extremities, a turnbuckle pivotally attached to said links and to a central point on the adjacent wall engaging member, said tubes being formed with spaced aligned openings, and securing rods extending through said opening to lock said tubes in the desired adjusted position.

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